AFFAIRS OF THE RAILWAYS.

Interesting Figures Concerning the Insurance Department of the Pennsylvania. M. H. Greenen, of the advisory committee of the Pennsylvania Company's relief department, returned yesterday from Pittsburg, where he went to attend the first an-

nual meeting of the association. R. F. Smith, superintendent of this department, was present at the meeting, and presented his first annual report, which showed that the contributions of members for the year were \$161,356; disbursements in benefits, \$129,461. The following table shows the membership at the close of the year ending

June 30, 1890:

Companies and Divisions. Em- Mem- Per C. & P. division 2,172 1,188 54.7 E. & A. division 1,655 580 35.1 Toledo division 469 154 32.8 I. & V. division...... 312 141 45.2 Total Pennsylvania Co...14,137 5,859 41.4 P., C. & St. L. R'y Co. P., C. & St. L. division..... 5,632 2,474 44.0 Little Miami division..... 1,345 1,118 60.6 1,118 60.6 Total P., C. & St. L. R'y Co 7,477 3,592 48.0 C., St. L. & P.R. R. Co.

 Eastern division
 1,852

 Western division
 2,261

 Southern division
 753

 1,120 49.5 T'1 C., St. L. & P. R. R. Co. 4,866 2,299 47.2 Total 26,480 11,750 44.4 General employes, includ-

Grand total......27,508 12,168 44.2 With regard to occupation the membership is classed as follows: Officers, agents, clerks, etc., 1,879; telegraph operators, 391; conductors, 725; brakemen, 1,301; engineers, 870; firemen, 657; yardmen, 509; shopmen, 3,434; trackmen, 2,392; total, 12,168. The average age of the members is 36.44 years.

ing Union line..... 1,028

The New Bill of Lading. A general freight agent remarked, last evening, that the opposition to the new bill of lading was a surprise to him, and he was satisfied that no shipper who had carefully read it would object to any of its provisions. In preparing this bill of lading the committee was as axious to insure the equities to the shipper as to protect the railroads. He had, during the day, talked with the president of one of the Indianapolis banks, and he said that, after carefully reading the new bill of lading, he had given instructions to the bank to continue to ad-vance money on bills of lading, as heretofore, for he considered that, under this contract, the banks were better protected than under the old form of bill of lading. Chairman Blanchard, in his circular, just issued, regarding the bill of lading, says:

"The sense of the word negotiable, as employed in manualile law is that the maker ployed in mercantile law, is that the maker must carry out the contract stated in the paper upon the demand of the bona fide holder, without being able to avail himself of any of the equities which might have existed between such maker and the person existed between such maker and the person with whom the contract was originally made." The opinion of counsel is: "That where, through fraud or mistake of an agent, a bill of lading has been issued and no property received, the carrier can show the facts and avoid responsibility upon such bill of lading, even against the claim of a bona fide holder of such bill of lading. If, however, the bill of lading was negotiable, such a defense would be cut off." This view is held by the Supreme Court of the United States.

Trouble in the Big Four Directory. It is stated that there is some friction in the board of directors of the C., C., C. &

St. L. (Big Four), which will likely lead to the resignation of J. D. Layng as vicepresident of the road and as a member of the board of directors. The trouble, it is stated, comes from the wholesale discharge which has been made of Bee-line men in official position, many of whom held and filled such positions on the Bee-line when Mr. Layng was president of the C., C., C. & I., and filled them with a good deal of ability.

Personal, Local and General Notes. The Indianapolis & Vincennes yesterday received two heavy passenger engines and one heavy freight engine.

The Railroad Commissioners of Illinois have arranged for a tour of inspection of all the roads in the southern part of Illinois. Goshen, Ind., expects to secure the shops of the Toledo & Western road as an offset for voting a \$50,000 subsidy in aid of the

D. T. McCabe, assistant general freight agent of the Pennsylvania lines, with head-quarters in Columbus, O., is in the city on

The gross earnings of the Atchison, Topeka & Santa Fe road the second week in July exceeded those of the correspond-ing week of 1889 by \$103,260.

To-morrow the Big Four will run special trains to the Acton camp-meeting grounds at 9:30 A. M. and 2 P. M. Return trains will run at 12 noon, 5 P. M. and 10:45 P. M. George K. Lowell, superintendent transportation of the Louisville, Evans-

ville & St. Louis road, will next week be married to a young lady of Kentucky.

The Sunday excursion business to Lake Maxinkuckee is injuring the popularity of this pleasure resort, and the Vandalia will run no more Sunday excursions to the lake for other railroads. The net earnings of the Indianapolis, Decatur & Western road for the six months ending June 30 were \$40,429; increase over

net earnings for the corresponding six months of 1889, \$4,867. In the year 1880 the pay of switchmen and yardmen in Indianapolis yards ranged frem \$1.55 to \$1.65 per day; in 1885 it was advanced to from \$1.85 to \$1.95; and now it goes up to \$2.10 to 2.40.

Austin Corbin is expected home from Europe next week. It is expected that then something will be definitely known of his long-talked-of line of steamships from

Montauk Point to Europe.

It is stated that the shops of the Illinois Central road located at Chicago are to be removed to Clinton, Ill., the citizens having raised the sum of money which it was agreed by the company would secure the shops.

Chief train dispatcher Cassell, of the Monon road, with headquarters at Bloomington, Ind., resigned yesterday. His action is probably in consequence of the frequent wrecks occurring of late on this line. The freight committee of the Central Traffic Association has decided that the votes cast on requests to make commodity rates shall be considered as ballots, and will, therefore, be considered confidential. T. W. Burrows, formerly superintendent of the Indianapolis & St. Louis road, has

been appointed master of transportation of the Chicago & Eastern Illinois and the Chicago & Indiana Coal road, with headquarters at Danville, Ill. The officials of the Chicago, Milwankee & St. Paul road have commenced moving

from Milwaukee to Chicago, and by next week, with the exception of the general passenger agent, there will be no general offices located in Milwankee. Freight business over the Evansville & Terre Hante road is said to be at the pres-

ent time the heaviest in the history of the road. All the locomotive power of this division is in service, and engines from other divisions have been taken to help through the rush.

The approach of fall business is now beginning to be felt by the trunk lines East and West, and a large demand for cars is springing up. Of cars for the transpor-ation of coal there is a scarcity both East and West, as the coal trade is just entering upon its active period. It is stated that the train-dispatcher's

sheet shows that a special train, on Mon-day night, on the Wabash road ran eleven miles in nine minutes. General Manager Hayes and Superintendent Magee were aboard the special. At another point ninteen miles were covered in eighteen min-

Arrangements have been made for a special train for the scientists to visit the natural-gas field during their convention here. The train will be run over the Lake Erie & Western to Kokomo, over the Pan-handle and the C., W. & M. to Marion, Hartford, Muncie and Anderson, and then over the Big Four to Indianapolis.

The committee of railroad officials that has been trying for a week to arrange for an advance in rates on live stock, dressed beef and packing-house products from Kansas City to Chicago, agreed upon a report yes- bill as a free-trader, and that consequently terday. It was decided to recommend the he has been "converted" from protection.

advance previously suggested, to wit: On cattle, from 1212 cents per 100 pounds to 22 cents; on hogs and sheep, from 12 to 15 cents; on dressed beef, from 812 to 2312 cents; on packing-house products, from 12 to 18 cents. No recommendation was made

concerning lumber and grain rates. M. E. Ingalls, president of the Big Four and the Chesapeake & Ohio road, seldom fails in carrying through anything he undertakes, but in the case of the Kanawha & Ohio Valley road, which he expected to secure and make a part of the C. & O. system, he has failed, and the deal is reported to be off, at least for the present.

The passenger department of the Louisville, New Albany & Chicago has gotten out a very attractive bill advertising the time of the Battle-ground camp-meeting and rates. The camp-meeting begins on July 30. The grounds are advertised as the scene of the battle between the Shawnee prophet and Gen. W. H. Harrison.

For four months past the Louisville, New Albany & Chicago company has had eight gangs of bridgemen at work on bridges, and the work of making general repairs to them is now completed, and the rest of the season will be given to putting in new work. Seven iron bridges over the larger streams are to be built, and twenty wooden structures over the less important streams.

Harry Rockwell, who for years was a passenger conductor on the Jeffersonville, Madison & Indianapolis road, was in the city yesterday en route for Louisville to attend the wedding of G. R. Reeder, an old-time railroader, who now resides in Rock Springs, Ky. Mr. Rockwell retired from railroad service but a few years ago and went to Chicago and engaged in busi-

A meeting of the presidents general managers and passenger agents of the roads running east from St. Louis has been called to take place in Cincinnation Monday next for the purpose of renewing the St. Louis passenger agreement. A meeting for this purpose was to have been held at St. Louis two weeks since, but as all concerned could not get together at that time it was postponed. The G. A. R. rates will also be discursed at the meeting,

The passenger men are unable to understand why the Big Four named the low rates it did for the Grand Army of the Republic business to Boston. This is the direct line from here to New England, no one was offering lower rates, and really the Big Four has nothing to fear from competition. The Pennsylvania had announced through the press that it would make no special effort to secure the business, and named a rate via New York which could not have possibly affected the business of the Big Four. The Cincinnati, Hamilton & Dayton, which, in connection with the Erie, could have made a good line, showed no disposition to cut the rate, which left only the Lake Erie & Western for the Big Four to fear, and that road had not even said that it would enter the field on the

one fare for the round trip rate. E. H. Scott, of LaPorte, Ind., is in the city. He is one of the old-time railroaders, and has lived in LaPorte since the Indianapolis, Peru & Chicago road, now owned by the Lake Erie & Western, was built. He says that never in the history of the road has he known the Michigan City division to be doing such a heavy business as at the present time. The car-works at Michigan City are busy, and they are hauling a good deal of hard-wood lumber for the works. Immense quantities of oil are going north, which this road distributes to connections between Peru and Michigan City. Southward shipments of pine from the Michigan pineries and of ice form im-portant features of the business. The physical condition of the road has been so improved, he says, that it's a pleasure to

The ten new beavy passenger engines ten-wheelers; recently received from the Brooks locomotive-works are being distributed over the Big Four system. One was yesterday placed on the St. Louis division to haul the heavy express trains between Indianapolis and Mattoon. They are so much larger than a majority of the engines in use that they attract a good deal of attention. With the exception of the Lake Erie & Western and the Indianapolis, Decatur & Western every road running in here has in the last few months added a number of new heavy passenger engines to its power, and this accounts for the regularity with which the heavy passenger through express trains are arriving. Officials at the Union Station say that there has never been a month in which the through trains have arrived so promptly as in June, and this month the record of June bids fair to be excelled.

General Manager Bradbury, of the Lake Erie & Western road, when speaking of the remarkable increase in earnings which this road had shown since the present management took control, said that in many points there had been a curtailing of expenses, which curtailing did not decrease the gross earnings, but did largely increase the net earnings. When he took hold of the road it had seven foreign page. hold of the road it had seven foreign passenger agents, one in San Francisco, another in Kansas City, and scattered about at other prominent railroad centers. to which the company was paying \$200 a month and office expenses additional, which in a year amounted to fully \$20,000. He cut these all off. The general passenger agent was paying fully \$2,000 a month in commissions on the very business these foreign agents secured; this was cut off, and instead of a decrease the gross earnings of stead of a decrease the gross earnings of the passenger department had steadily increased, and of course the net earnings showed the effect of cutting off these foreign agents and this paying of commissions.

Real-Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M. July 25, 1890, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

Pierson Conklin to Harmon Isler, lots

19 and 20, in Milligan's Brook Park \$250.00 C. A. Ollcott to Flora Harvey, lot 1, in Johnson's East Ohio-street addition 500.00 Nathan H. Kipp to Fannie C. Baker, lot 51 and lot 56, in Edwards's subdivision of block 19, in Johnson's Charles H. Dehne to Moses K. Fatout. part of lots 58, 59 and 60, in Han-na's heirs' addition..... 900.00 Ernest H. Koller to Delia Harvey, lot 32, in Koller's addition..... Margaret M. Todd to Barbara Karibo. lot 154, in Brightwood...... Mary E. Smith to John H. Waldemeier, lot 29, in Munson's subdivision of lot 6, in Burkenmayer's addition ... 1,050.00 Joseph V. McKernan to Frank W. Schreckengest, lot 22, in Cooper's subdivision of lot 63, in Fletcher's 150.00 Richards, part of lots 1 and 2, in Mefflin's subdivision of square 14... Charles J. Kuhn to Hezekiah Ferris, lot 213, in Kuhn & Johnson's first 375.00

West Indianapolis addition.
Samuel E. Hamlin to Catherine Bullock, lots 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 61, 62 and 63, in Young's second university addition Harrison, lots 23 and 24, in square 4, in Fletcher, jr.'s northeast addi-

tion..... 2,500.00 Conveyances, 12 consideration...\$11,240.00 Fooling with Powder.

Philadelphia North American. Most people will think that retribution went astray in the case of the Indiana man who set off some fire-works near a can of powder the other day. As was to have been expected, some of the sparks fell into the powder and there was an explosion. Of the nine people hurt the man who was responsible for the accident received the least injury, a slight cut on the wrist, while at least one of the others may die. It would have seemed only just if the guilty one had been the greatest sufferer. A man who hadn't any more sense than to set off fireworks over an open powder-can has hardly any excuse for living. He is a nuisance and a danger to the community.

The Brakeman's Unhappy Lot.

Let the railroad men go on demanding better protection for brakemen, and let all other civilized people join with them in the demand. If animals had to endure what eties would have the railroad business in court. But because the animal happens to be a man the killing and maiming go on and seem to be taken for granted.

Humor of the Silly Season.

Nebraska Journal. One of the most diverting attempts to twist things around, so that black will pass for white, is the effort of the Democratic newspapers to make people believe that Blaine has come out against the McKinley bill as a free-trader, and that consequently

THE PUZZLE DEPARTMENT.

[All matter relating to this department must be addressed to W. H. Graffam, West Scarborough, Cumberland county, Maine.] Answers to Puzzles. No. 3314-In aught that tries the heart, how

lew withstand the proof A B A D A D O R O N No. 3315-ARMED No. 3316-KANACKA TARRAS CRAMP KAMSIN ASPIRED D

BEAT

ELVER

AVOCETT

TECHNIC

RENTS

TIS No. 3317-No. 3318-LEVERET

Original Puzzles. NO. 3329-LETTER ENIGMA. In light, not in dark; In linnet, not in lark; In night, not in day; In goblin, not in fay; In walk, not in road; In burden, not in load; In house, not in door; In humble, not in poor; Whole, a covering for a floor. AUNT XOA.

W. SCARBORO, Me. NO. 3330-AMPUTATIONS. 1. Behead and curtail a kind of beetle and leave departed. 2. A window-blind and leave an Athenian. 3. A small anchor used in a river and leave to exasperate. 4. A genus of aquatic plants and leave a certain language. 5. A gold-smith's melting-pot and leave a stratagem. 6. A weight used in the East Indies and leave an

exclamation. NO. 3331-DOUBLE ACROSTIC. 1. A military commander in various Slavonic countries. 2. A public establishment for the storage of arms. 3. Firewood cut into billets of a certain length. 4. The firmament. 5. One of a group of microscopic crustaceans.

Primals—The luster of a diamond. Finals—A predecessor. Combined—The guelder rose.

D. F. G. NO. 3332-HEXAGON. A species of bird.
 To permit or allow.
 Potassium.
 Manifested.
 A game at cards.
 A blackbird.
 An evil spirit in the Persian mythology.

[Answers in three weeks.] Foot Notes. AUNT XOA is thanked for the puzzles. Dopo-Please don't remain absent very long. HOOSIER GIRL—Your frequent appearance in the puzzle department would please us.

Senator Carlisle's Mistake. Philadelphia Press. Senator Carlisle insists that the surplus has been exhausted, but he is simply mistaken. It is the public that has been exhausted, and free-trade talk is what has

BU SINESS DIRECTORY.

done it.

THEODORE STEIN. Successor to Wm. C. Anderson, ABSTRACTER OF TITLES. 86 East Market Street

ELLIOTT & BUTLER. Hartford Block, 84 East Market st. ABSTRACTS OF TITLES.

REMOVAL. DR. E. R. LEWIS Has removed his office to 257 North Delaware street. THROAT AND NOSE.

Dr. SARAH STOCKTON. 227 North Delaware Street. DR. J. A. SUTCLIFFE

SURGEON. Office, 95 East Market street. Hours, 9 to 10 a. m., 2 to 3 p. m. Sundays excepted. Telephone 941 DR. HADLEY. OFFICE—104 North Meridian st. Office hours—8 to 9 a. m.; 2 to 3 p. m.; 7:30 to 8:30 p. m.; Telephone, 802. Residence—270 North Delaware st. House telephone (day), 1215.

OFFICE-369 South Meridian street. RESIDENCE-573 North Meridian street. Office Hours: 9 to 10 a. m., 2 to 4 p. m., 7 to 8 p. m. Telephones—Office: 907. Residence: 427.

DR. H. M. LASH. 139 North Meridian street. Telephone 1231. PHYSICIAN AND SURGEON.

Silver-Moon Restaurant No. 18 North Pennsylvania street. Best meals in the city for 25 cents. First-class in every respect. Estab. 1850. Manufacturers of

LIGHTNING CLEAVELAND YARD FENCE.

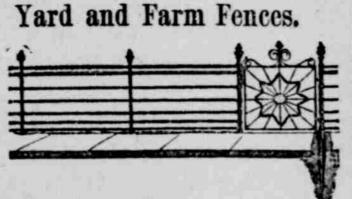
Conductors, Weather Vanes, Glass Balls, Finials, Crestings, etc. Furnish estimates on your house, barn or factory. Repair work promptly attended to. MUNSON L. C. Co., 94 South Delaware street.



This cut shows our Scroll Gate (pat'd April 22, '90) set in our standard two and one-half feet, six strand Lawn Fence. Our three feet seven strand fence, is used where stock run at large. Our Farm Fencing is being universally adopted. Send diagrams for esti-mates. Circulars free, OLEAVELAND FENCE CO., 20, 21 and 22 Biddle street, Indianapolis, Ind.

Wrought Steel Warm Air Furnaces

No. 54 South Pennsylvania St. J. C. SHAFFER, Pres't. W. J. MURPHY, Sec'y. THE INDIANAPOLIS FENCE CO.,



Guaranteed for strength, durability and value. Over 40,000 feet erected since last September. Agents INDIANAPOLIS FENCE CO., 15 and 17 McNabb street.

Telephone 487. Indianapolis, Ind. Wrought-Iron Picket Fences, CRESTINGS,

GRATINGS,

HOUSE MOVERS' JACK SCREWS, Champion Steel-Ribbon Fence.

ELLIS & HELFENBERGER, 176 South Pennsylvania Street.

GEO. J. MAYER. Seals, Stencils, Stamps, Etc. 15 South Meridian street, Indianapolis, Ind. BUSINESS DIRECTORY.

ATKINS E. C. & CD ., Manufacturer and CUT, BAND, and all other Beiting, Emery Wheels and Mill C Supplies.
Illinois street, one square south DA II

BELTING and EMERY WHEELS. W. B. Barry Saw & Supply Co. SMITH'S DYE WORKS 57 NORTH PENNSYLVANIA ST. Gents' clothing cleaned, dyed and repaired. Ladies' dresses cleaned and dyed.

BINDERS, REAPERS AND MOWERS. Headquarters for Indiana, McCormick Block, Indianapolis, Ind. J. B. HEYWOOD, Manager.

COMSTOCK & COONSE, WOOD, CHAIN and WOODEN FORCE PUMPS. Dealers in Iron Pipe, Driven-well Points and all Driven-well Supplies. 197 and 199 S. Meridiau st. ACCORDION PLAITING,

By MISS COBB.

Price, 37 op per Yard.

ROOM 9, Bazar Building, opposite Bates House.

T. H. DAVIDSON. DENTIST. A set of the very best Teeth, on Rubber, for \$8 and

Teeth without plates, or crown and bridge work, a specialty. Vitalized Air administered.

OFFICE-2412 East Washington street, opposite
New York Store.

Nordyke & Marmon Co. Estab. 1851. FOUNDERS and MACHINISTS Mill and Elevator Builders, Indianapolis, Ind. Roller Mills. Mill-gearing, Belting, Bolting-cloth, Grain-cleaning Machinery. Middlings-purifier, Portable Mills, etc., etc. Take street-cars for stockyards.

INDIANAPOLIS STOVE CO. Manufacturers of Hand and Machine

BRICK MOLDS, HARDIN & CHURCH, No. 3 Vine st., two doors east of Park ave., INDIANAPOLIS, IND.

LUMBER, SHINGLES, ETC: HENRY COBURN, dealers in all kinds of Building Meterial, Sash, Doors, Blinds and Frames. Veranda work a specialty.
PLANING-MILL AND YABD-Kentucky avenue and Mississippi street.

McGILLIARD & DARK, Oldest and Largest Fire Insurance General Agency in Indianapella. Office—Thorpe Block, 83 and 85 East Market street.

LUMBER. E. H. ELDRIDGE & CO.,

Shingles, Sash Doors and Blinds, COR. ALABAMA AND MARYLAND, STS. M. B. WILSON, Prest. W. D. EWING, Cashier. JOSEPHUS COLLETT, Vice-president. THE CAPITAL NATIONAL BANK OF INDIANAPOLIS, IND. CAPITAL. \$300,000 Business intrusted to our care will receive careful

New Laws, New Rulings. Every soldier or soldier's widow should send to the Old Established Claim Agency of P. H. FITZGERALD and get his 12-page pamphlet on War Claims and copy of new law. Matted free. P. H. FITZGERALD, 6812 East Market street, Indianapolis, Ind.



HAY & WILLITS, 113 W. Washington st., Indianapolis, (Opposite State-house.)

NEW YORK STEAM DENTAL CO. From \$4, \$5, \$6, \$8, \$10, to \$50 per set. All kinds of fine dental work at reduced prices. Fine gold filling at fil and upward. Silver amalgam, 50 cts, and 75 cts. Teeth extracted for 25 cts. Teeth extracted without pain. All work warranted A. P. HERRON. Manager.

ADAMANT WALL PLASTER. The new, cheapest and best Wall Plaster known to the trade. Manufactory at 106 West Maryland st. INDIANA ADAMANT PLASTER OC.

BRILL'S STEAM DYE-WORKS 36 & 38 Mass, ave. and 95 N. III, st. Gents' Clothes cleaned, dyed and repaired. Ladies' Dresses cleaned and dyed. Velvets and Seal Skins refinished, etc.

J. R. RYAN & CO. Commission Merchants, Wholesale Dealers in Grain, Flour, Feed, Hay, etc., 62 and 64 East Maryland st.

S. F. GALLOWAY Solicits correspondence on Wool. 200 South Pennsylvania St. H. T. HEARSEY BICYCLES---New and Second-Hand. open. Purchasers taught to ride free of charge. No. 116 NORTH PENN. ST. Send 2c stamp for catalogue.

HIGHEST AWARD OF A GOLD MEDAL AT THE PARIS EXPOSITION WAS SECURED BY THE REMINGTON STANDARD TYPEWRITER



YEARS The STANDARD embraces achievements of inventive skill.

WYCKOFF. SEAMANS & BENEDICT. 34 EAST MARKET ST., INDIANAPOLIS, IND.



ROBERTS & ALLISON, MANUFACTURERS OF UPRIGHT PIANOS,

85 & 87 EAST SOUTH ST.

Absolute safety against Fire and Burglar. Fin-

Policeman day and night on guard. Designed for the safe-keeping of Money, Honds, Wills, Deeds, Abstracts, Silver-plate, Jewels, and Val-uable Trunks and Packages, etc. S. A. Fletcher & Co. Safe Deposit

JOHN S. TARKINGTON, Manager. INDIANAPOLIS STEEL ROOFING AND CORRUGATING CO. OFFICE & FACTORY, 25& 25 E.SOUTH ST., INDIANAPOLIS, IND.

OFFICIAL. COPY OF STATEMENT OF THE CONDITION

GREENWICH INSURANCE COM'Y

On the 30th day of June, 1890. Located at No. 161 Broadway, city of New York, MASON A. STONE, Secretary. SAMUEL C. HABRIOT, President. The amount of its capital is..... \$200,000 The amount of its capital paid up is..... 200,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand, and in the hands of agents or other persons..... 670,725.00 market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured. 18,100.00

LIABILITIES. \$25.00 Losses adjusted and not due..... Losses unadjusted.

Losses in suspense, waiting for further proof. All other claims against the company.

Amount necessary to reinsure outstanding risks...... The greatest amount in any one risk, \$50,000. State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 21st day of BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION - OF THE --

Massachusetts Mutual Life Insurance Company On the 30th day of Jane, 1890.

Located at No. 413 Main street, Springfield, Mass. M. V. B. EDGERLY, President. JOHN A. HALL, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the bank..... Cash on hand and in the bank.

Beal estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Loans secured by collaterals

Loans on company's policies in force.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Premium notes on policies in force.

Deferred premiums and premiums in course of collection.

\$201,917.27

459.218.08

4,129,484.76

701,200.00

319,082.00

319,082.00

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indians, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 30th day of June, 1393, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 19th day of July, 1890.

BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION __ OF THE ---

NEW YORK LIFE INSURANCE CO

On the 30th day of June, 1890. Located at 346 and 348 Broadway, in the city of New York.

BUFUS W. WEEKS, Actuary. WILLIAM H. BEERS, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Total assets.....\$105,053,600.96 Matured endowments, adjusted and due-claims not presented.....

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 21st day of July, 1890.

BRUCE CABR, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

[OFFICIAL.]

On the 30th day of June, 1890. Located at No. 118 Asylum street, Hartford, Conn.

JAMES NICHOLS, President. E. G. RICHARDS, Secretary.

The amount of its capital is \$1,000,000
The amount of its capital paid up is 1,000,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in bank. Real estate unincumbered
United States 4 per cent. bonds, market value
Hartford and other city and town bonds, 3½ to 7 per cent., market value. 50,815.97 63,500.00 Railroad bonds. 5 to 7 per cent.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is 601,410.00 mortgaged, and free from any prior incumbrance.

Loans secured by pledge of stocks and bonds.

Interest accrued, on bonds and loans. 584,438,34 5,450 00 13,187.12 187,285.94 LIABILITIES. \$45,021,49 30,183,01

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1830, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 22d day of July, 1890.

BRUCE CARR, Auditor of State.

The greatest amount in any one risk, \$25,000.

[OFFICIAL.] COPY OF STATEMENT OF THE CONDITION - OF THE -

FIREMEN'S INSURANCE COMP'NY

On the 30th day of June, 1890. Located at corner Main and Second streets, Dayton, Ohio. CHARLES RICHARDSON, Secretary. S. CRAIGHEAD, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand, and in the hands of agents or other persons..... 84,147.81 89,670.00 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged and free from any prior incumbrance.

Debts otherwise secured.

Debts for premiums. 254,821.57 1,000.00 Losses adjusted and not due...
Losses unadjusted.
Losses in suspense, waiting for further proof,
Amount necessary to reinsure outstanding risks. \$1,455,61 Total liabilities...... \$159,685.06 The greatest amount insured in any one risk, \$5,000.

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 30th day of June, 1896, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 24th day of July, 1890.

BRUCE CARR, Auditor of State.

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